

## INFORMATION REPORT

SECRET

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## REPORT

DATE DISTR. 22 December 1954

NO. OF PAGES 7

DATE OF INFO.

**REQUIREMENT NO. RD**

**PLACE ACQUIRED**

## REFERENCES

25X1

USAF review completed.

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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25 YEAR RE-REVIEW

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STATE #		ARMY	EV	X	#	NAVY	EV	X	#	AIR	X	FBI		AEC					
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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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**SECRET****REPORT****COUNTRY** Bulgaria**DATE DISTR.** 26 Nov 1954**SUBJECT** Underground Fuel Base for the Bulgarian River Fleet**NO. OF PAGES** 6**DATE OF INFORMATION****REFERENCES:****PLACE ACQUIRED**

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**THIS IS UNEVALUATED INFORMATION**

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1.

in 1953

the Bulgarian Navy had contracted for the construction of an underground fuel base to be located eight kilometers southwest of Ruse on the banks of the Danube River (See Attachment 1 for pinpoint location).

2. The number assigned to this secret project was "216 a/1"; this number appeared on every drawing concerned with the project. All plans and drawings were kept in the secret documents section of PRONO which charged them out to various departments each morning. Plans and drawings could be taken from the PRONO building only with the consent of the Director. When taken out of the building, the plans were always accompanied by an armed military guard. Armed guards were also assigned as body guards to the engineers who kept the plans on their person at the construction site.
3. Construction of the project was to be completed by the end of 1954. construction began in late 1952 or early 1953. 25X1 One or two Labor Troops Brigade (Trudova Brigada) companies, with approximately 100 Trudovaks to a company, did the excavation and tank installation work. Plans did not indicate what type of river craft would be used at the site. this fuel 25X1 storage base would serve as a high octane refueling point for fast Bulgarian naval river craft. there were no underground 25X1 fuel installations at the project site prior to 1952.

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4. [redacted]  
plans for the underground fuel tank system had been changed by the Bulgarian Naval Administration. The original plans (see Attachment 2) called for a one-way system of dispensing fuel, the fuel to be brought to the receiving point by fuel tank trucks, poured into underground cisterns through gravitation, and dispensed through fuel taps onto boats. The new plans called for supplying fuel either by truck or boat and dispensing fuel at both ends. [redacted] 25X1

5. [redacted] a letter classified "secret", from the Naval Administration [redacted] indicated the following changes:
- a. Installation of two underground reserve tanks near the river banks to drain off fuel left in the pipes. This was to prevent fuel-tap leakage from pipes which were installed in the rising ground. The total capacity of both tanks was approximately 4,000 lit. Fuel pipes were made of seamless steel and were 80 to 100 mm in diameter. Each meter of pipe carried 7.5 to 8 lit. of fuel.
  - b. Installation of an ethylizing unit. No mention of the location of this unit was made but [redacted] the most likely place would be Point E of Attachment 2. 25X1
  - c. Installation of several oil tanks. These oil tanks were to be brought from Stalin (formerly Varna). The tanks would have a total capacity of 50-60 cu.m. [redacted] the probable installation site of these underground oil tanks would be near the gravel road at Point I, Attachment 2. 25X1

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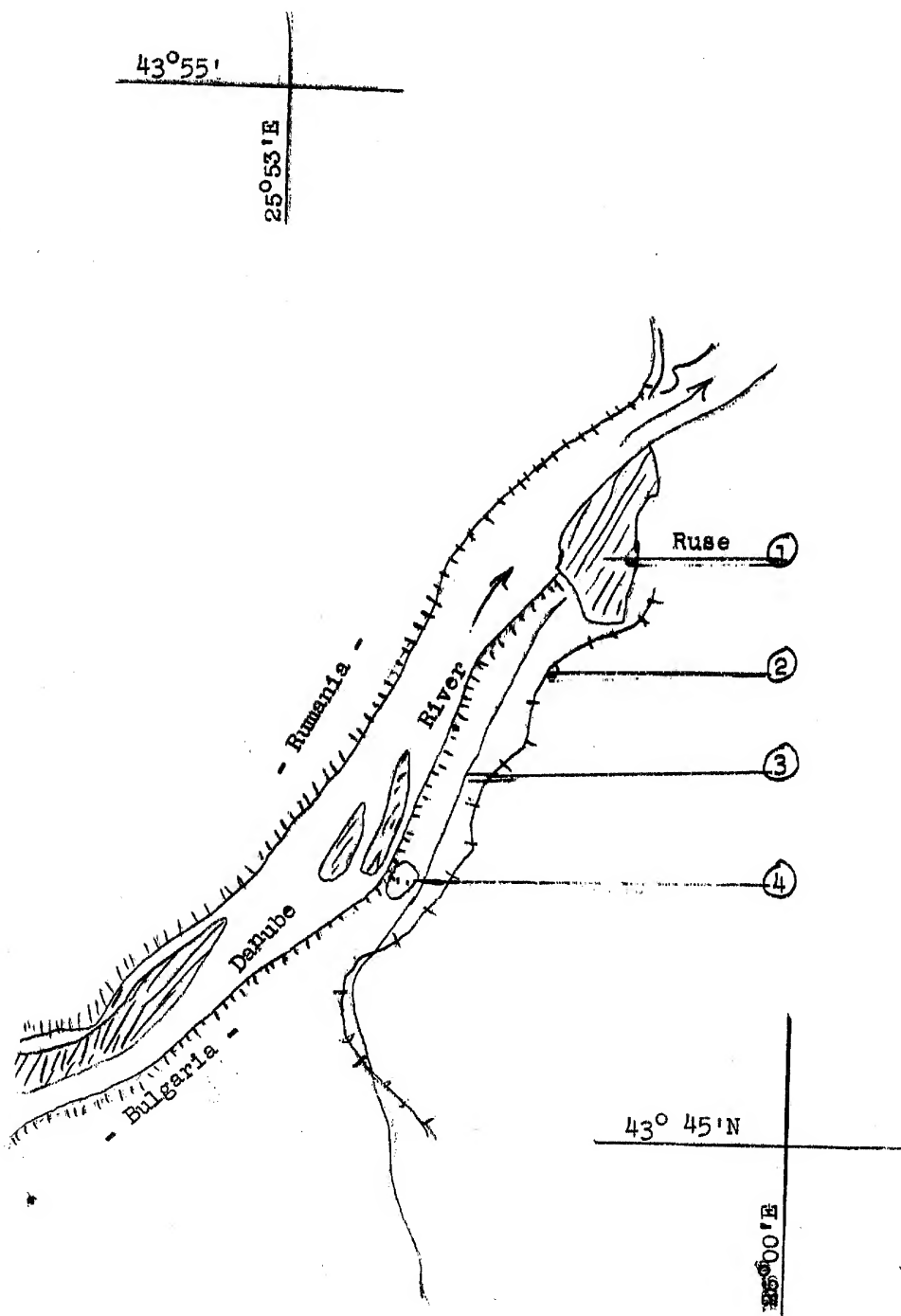
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Attachment 1

Non-standard Map of Bulgaria

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Scale 1:100,000



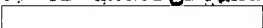


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Legend to Attachment 1

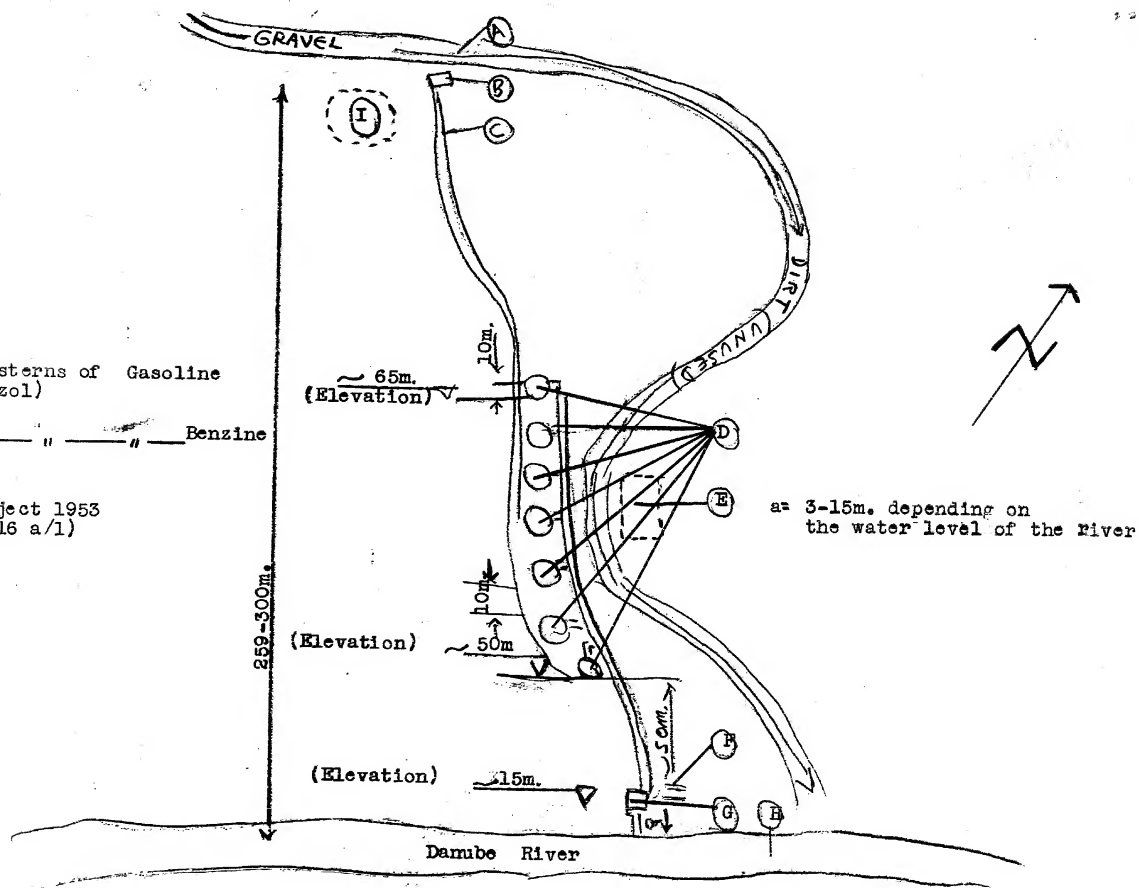
1. Ruse with an estimated population of 50-60,000.
2. Single-track rail line.
3. Secondary road.
4. Site of underground fuel project under construction. (See Attachment 2,  sketch of the underground fuel storage system located eight kilometers southwest of Ruse.) 25X1
  - a. A road, three to four meters wide; part gravel, and part dirt. Fuel tank trucks were to bring fuel to the receiving and distribution station.
  - b. Receiving and distribution station, 3 x 3 x 3 m. built of brick. Fuel received from tank trucks was piped to the underground tanks (Point B) by gravitational flow system. The quantity of fuel was to be measured as it flowed into the tanks.
  - c. Two steel pipelines, each two inches in diameter. One line led to four gasoline tanks and the other led to three benzene tanks.
  - d. Seven underground tanks, spaced 10 m. apart, covered with earth with the slope facing the Danube; eight meters in diameter. The tanks were elevated above each other. (See Attachment 3,  sketch of an underground tank showing construction details.) 25X1
  - e. Ethylization unit. Location where  this unit would be installed. 25X1
  - f. Underground reserve tanks. Each tank was to have a capacity of approximately 2,000 lit.
  - g. A mobile pump (30 cu.m. per hour, seven atmospheres) was to be used near this point to load or unload fuel from boats.
  - h. Danube River whose depth varied but was never below three meters near the fuel point.
  - i. Approximate construction site of underground oil storage tanks.

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4 Cisterns of Gasoline  
(Gazol)  
3 " " " " Benzine

Project 1953  
(216 a/1)



Attachment 2  
Sketch of Underground  
Fuel Tanks.

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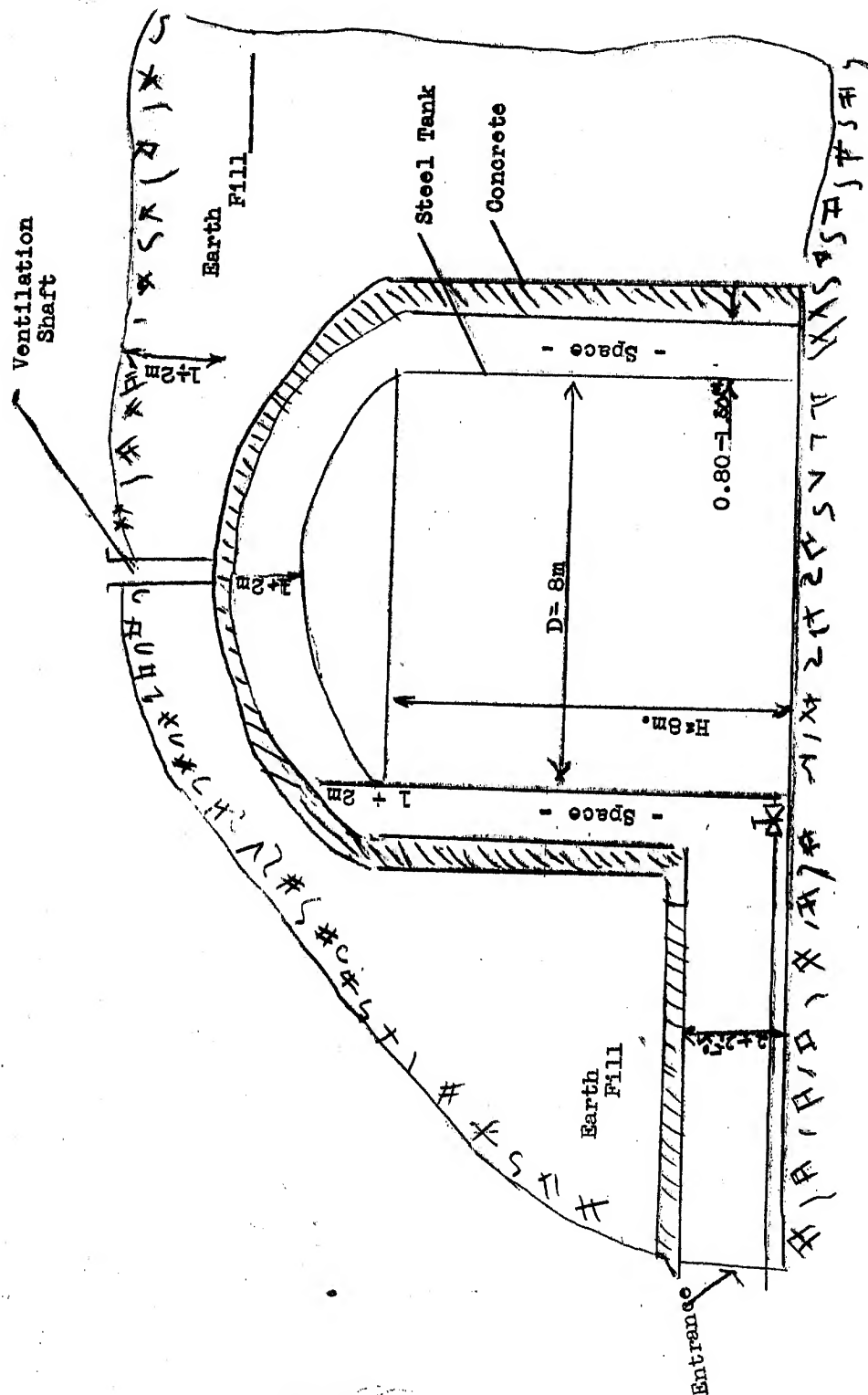
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Attachment 3

Sketch of Underground Tank  
Construction Details.

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